



DEPARTMENT OF THE NAVY
COMMANDER
HELICOPTER TACTICAL WING
U.S. PACIFIC FLEET
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SAN DIEGO, CALIFORNIA 92135-7096

COMHELTACWINGPACINST 5442.1D

N4

01 APR 2003

COMHELTACWINGPAC INSTRUCTION 5442.1D

Subj: NON-MISSION CAPABLE (NMC) AIRCRAFT REPORTING AND
CANNIBALIZATION CONTROL

Ref: (a) OPNAV 4790.2H

1. Purpose. To issue procedures for reporting, controlling, and solving Non-Mission Capable discrepancies on aircraft which have not flown for over 30 days.

2. Cancellation. COMHELTACWINGPACINST 5442.1C.

3. Discussion. Long term Non-Mission Capable aircraft suffer accelerated deterioration due to cannibalization, lack of attention to preservation, and lack of consumable parts control. The effort required to return an aircraft to a Mission Capable status increases in direct proportion to its duration as NMC. All efforts shall be made to avoid aircraft remaining in a NMC status for over sixty (60) days except under extraordinary circumstances. Any order to cannibalize a system must come from Maintenance Control, which will issue a Job Control Number for the removal and replacement of the component(s). This applies to all cannibalizations from end items. Egress system related cartridges, CADs, or AEPSS will not be cannibalized without prior cognizant Wing approval.

a. Budgetary constraints and their impact on material/logistic support necessitate early identification of components that could potentially result in long-term NMC requisitions. These items must receive aggressive reporting custodian attention and COMHELTACWINGPAC must be advised as early as possible for assistance in maintaining the highest level of aircraft readiness.

b. As discussed in reference (a), cannibalization has a tendency to adversely impact morale and worsen an NMCS or PMCS situation that it theoretically is intended to overcome. Detrimental side effects include expenditure of excess man-hours, component damage due to additional handling, loss of associated consumable parts, etc. However, when properly supervised cannibalization is a viable management tool. Selective cannibalization, **AS A LAST RESORT**, may temporarily improve unit aircraft readiness, but care must be taken to ensure that

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"spacing items," those items which sound maintenance practices dictate as inappropriate to cannibalize, are tracked aggressively to preclude cannibalization.

4. Action All assigned activities shall:

a. Report on AMRRs to COMHELTACWINGPAC any aircraft that has not flown for thirty (30) or more consecutive days.

b. Ensure cannibalization actions are directed and strictly controlled by maintenance control personnel.

c. Unless authorized by COMHELTACWINGPAC Readiness Officer (N42) or higher authority, squadron's shall discontinue cannibalization of aircraft which have not flown for more than sixty (60) days.

d. Not allow a "hard down" NMCS aircraft to enter extended NMC status when the original downing discrepancy material requirements have been satisfied. Accordingly, further cannibalization of the aircraft or diversion of its incoming parts will cease at that time.

e. Establish strict procedures to control cannibalization actions. Reporting custodian's standard operating procedures shall formalize these procedures to include requesting authorization from COMHELTACWINGPAC, Code N4, for cannibalization after sixty (60) days. HC-5 requests for cannibalization of aircraft parts shall be via naval message through COMHELTACWINGPAC, INFO COMFAIRWESTPAC. Cannibalization of engines (for HC-5) shall be requested via naval message through COMFAIRWESTPAC, INFO COMHELTACWINGPAC.

f. Install parts received for aircraft upon receipt. In no case should parts acquired for long term NMC aircraft be stockpiled for ease in continued cannibalization. HELTACWINGPAC Maintenance must approve exceptions to the above requirements.

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Distribution:

COMHELTACWINGPACINST 5216.1E

List II